

MARITIME HERITAGE ACTION PLAN

Overview

Maritime heritage resources (MHRs) of the Sanctuary may represent as much as 13,000 years of human history. These resources consist of Chumash Native American artifacts, paleontological remains, shipwrecks, aircraft wrecks, and material associated with wharves, piers and landings. MHRs are typically divided into two categories: 1) cultural, consisting of Chumash Native American artifacts and 2) historic, consisting of artifacts from non-Native American cultures.

Currently known cultural material in the Sanctuary dates as far back as 13,000 years while historic materials span history from the time of Juan Rodriguez Cabrillo's voyage (1542 to 1543) up to the mid-20th century. In addition, the Sanctuary likely contains submerged paleontological remains. Collectively, Sanctuary MHRs represent a remarkable cross-section of our regional and national heritage. Note that sanctuary regulations (15 CFR 922.3) indicate that "historical resource means any resource possessing historical, cultural, archaeological or paleontological significance, including sites, contextual information, structures, districts, and objects significantly associated with or representative of earlier people, cultures, maritime heritage, and human activities and events." The cultural maritime heritage of the Sanctuary is also embodied by the contemporary Chumash community, with whom the Sanctuary has worked and continues to work closely to promote public education of Chumash history and culture as well as to assist in a Sanctuary-related indigenous maritime culture revitalization among regional Chumash communities.



Figure 48. In 1997, Chumash Maritime Association launched 'Elye'wun, a traditional tomol. (CINMS)

Launched in 2002, the NMSP's Maritime Heritage Program has made great strides toward meeting the mandates of the National Marine Sanctuaries Act and the goals of President Bush's Preserve America Executive Order. The program has successfully worked in partnership with numerous government agencies and private groups to locate, document, inventory, and/or protect more than a dozen historically significant shipwrecks, from the famed Civil War ironclad USS Monitor to the 19th century steamer Portland, known as "New England's Titanic." Also, the program distributes mini-grants aimed at discovering, exploring, preserving, and protecting maritime heritage in the sanctuaries. In 2007, NOAA opened the Maritime Archaeology Center in Newport News, Virginia to serve as a central coordination point for the protection of cultural resources within national marine sanctuaries. CINMS staff play an integral role in the Maritime Heritage Program, which will be a critical component to the continued success and growth of the CINMS Maritime Heritage Program and the accomplishment of strategies and actions presented in this action plan.

Description of the Issues

The history of California's northern Channel Islands and its contiguous waters is predominantly a maritime one. From the days of ancestral Chumash inhabitants up to the time of their forced removal from the Islands, to more recent times of Euro-American island commerce, and now serving as a major waterway for coastal and international shipping, the history until recently has been known by only a small number of people. Although the sport diving community frequently visits the Sanctuary for recreation, knowledge of the region's maritime heritage and the protected status of its submerged resources is generally unknown. The same is true for the non-diving public who visit the islands and local community visitor attractions along the central coast. The Santa Barbara region alone receives over eight million annual visitors. Public understanding of the national and regional significance of Sanctuary maritime resources will not only enhance visitor experiences, it is essential for the protection of the resources for present and future generations. In addition to enhancing the need for public awareness about the region's Chumash cultural and historic maritime heritage, opportunities exist for the public to participate in the important role as stewards for the protection of these resources. The NMSP and NMSA provide through its educational and outreach provisions the opportunity to enhance public appreciation of this special region.

To gain a better understanding of the past, researchers strive to study MHRs in their original context. The relationship of one artifact to another is important and if an artifact is moved or altered, it can affect the way researchers understand and interpret an MHR site.

There are two principal threats to submerged cultural and historic resources: human behavior and natural phenomena. While little can be done to minimize the injury from natural events (with the exception of removing delicate artifacts for conservation and research), human behavior may be managed through education, adequate regulations and effective enforcement. Evaluating the threats to submerged cultural and historic resources in the Sanctuary requires further research because so few sites have been located and thoroughly surveyed. As such, NOAA recognizes the removal of cultural or historic artifacts is sometimes necessary. The following are reasons that may necessitate removing artifacts:

- To protect artifacts from harsh environments;
- To conduct research helping to educate the public;
- To make the artifacts more accessible to the public; and
- To improve the scientific understanding of the Sanctuary environment through research.

With respect to the recovery of Chumash artifacts, an issue of concern is the proper handling of that activity in consultation with Chumash tribal and other organizations. This issue is addressed in Strategy MH.4.

Human Threats

Site looting (where objects are intentionally pilfered from submerged sites) may pose a major threat to submerged archeological resources. This act has the potential to be more injuring than controlled salvage since it is an act of wanton destruction and theft. Artifacts that are small and light enough for divers to carry are pilfered most often. Larger structures of shipwrecks are less likely to be stolen, but may be vandalized, intentionally defaced, or destroyed in search of recoverable artifacts. Most events go unnoticed, while some cases occurring in the Sanctuary have been documented with evidence for successful prosecution.

Sometimes through the process of recovery, important archaeological contexts are destroyed. Attempted conservation by over-zealous cleaning may remove important evidence about the artifact, its use and the associated site, or destroy the protective coatings enabling it to survive in the first place. Some artifacts are discarded when they are found to have little or no monetary value and/or the novelty of discovery has worn off, while others are neglected and allowed to fall into decay (Robinson 1998).

Divers who may not have any intentions to loot or vandalize artifacts may still cause injury through poor diving techniques or tampering. Divers may inadvertently injure resources by kicking up sand from the bottom, holding onto artifacts or accidentally breaking fragile resources when striking them with scuba tanks. Even if the intent was not to steal or damage the resources, permanent destruction to non-renewable artifacts can be inflicted.

Vessel activity can also cause serious injury to submerged archaeological resources. An anchor dropped on an artifact can seriously and permanently injure it or drag it away from the context of its original site location. Seabed disturbance by mobile bottom fishing gear has emerged as a concern due to the injurious effects of heavy trawl doors and nets dragging through archaeological sites.

Modern ship groundings can have seriously impacted archaeological resources in various sites worldwide. A large vessel grounding on an archaeological site may destroy and permanently bury historic artifacts under tons of modern steel and debris. The impacts of oil spills from bunker fuels and petroleum cargoes covering historical resources have largely been overlooked. Sinking petroleum products can physically smother resources. Due to the increase in carbon, oil contamination from a modern shipwreck may also impede the radiocarbon dating processes.

Loss of the Winfield Scott

The Winfield Scott departed San Francisco upon its last voyage on 1 December 1853, with a full load of passengers and a shipment of gold bullion. Selecting the Santa Barbara Channel rather than a passage outside the islands in an effort to save time, Captain Simon F. Blunt entered the passage as a fog developed. Evidently intending to steam between Anacapa and Santa Cruz islands the Winfield Scott piled into Middle Anacapa Island at full speed, probably around 10 knots, at eleven o'clock that evening. Amid general confusion, a boat was launched and located a nearby land place. The entire ship's company, more than 300 persons, left the vessel that evening for a small pinnacle 200 yards offshore from Anacapa Island. The following morning, the ship's boats transferred the group to the island proper. There a temporary camp sheltered most of the group for the next week. The majority of the passengers left on December 10, when the California plucked them from the beach and took them on their way to Panama. The ship's company remained on the island for two more days, concentrating on recovery of the mail and baggage carried aboard. They also recovered some furniture and "small portions of machinery." Other salvors removed foodstuffs and other items. Captain Horatio Gates Trussell of Santa Barbara salvaged wood that became incorporated into the home now preserved as the Trussell-Winchester Adobe, which also contains two brass thresholds from the ship.



The process of trenching communications cables can have permanently damaging effects to submerged archaeological resources during grappling and (sea) cable installation. To mitigate such a threat, qualified archaeologists are required to conduct archaeological resources inventories and avoidance plans with supervised magnetometer and side-scan surveys of the proposed regions.

The laying of oil pipelines and other structures supporting offshore oil and gas processing facilities can destroy cultural and historic resources. Dredging operations to clear harbor entrances can destroy and/or dislodge submerged archaeological resources, thus losing important clues to their history.

Natural Threats

Although there is little that can be done to protect artifacts from natural processes, the Sanctuary recognizes these threats and, when possible, will attempt to mitigate their impacts, or when necessary remove “at risk” items as part of the Shipwreck Reconnaissance Program. Most injury to shipwrecks occurs in the first few decades of their sinking. Sanctuary staff have observed shipwrecks tend to stabilize with the environment (sustaining fewer injurious effects) after twenty or thirty years.

Shipwrecks in shallow water environments within higher energy zones are much more likely to be subjected to injury by waves, shifting sands and strong currents. Wave action carries a tremendous amount of energy that can easily break up a shipwreck and physically pull it apart; whereas shipwrecks in deeper and calmer waters are generally in a more stable environment (limiting physical effects). Cold and deep-water environments tend to have fewer biological processes accelerating ship degradation as that found in shallower sites.

Shipworms (*Teredo diegensis*) inhabit and burrow through wood material, rapidly destroying its structure. Evidence of these shipworms is common among wooden shipwrecks in the Sanctuary. Sea urchins secrete acid that dissolves small, cup-shaped depressions into rocky reef ledges. Creatures living on the surface of historical resources also have the potential to inflict damage. Rock-boring clams, tubeworms and other organisms can have destructive results, even on stone artifacts.

Raising Public Awareness

Public awareness is a key for a better understanding and protection of the unique MHRs of the Sanctuary. With additional MHR knowledge visitors to the Sanctuary can enjoy their experience while mitigating impacts to these resources and potentially engaging in a stewardship role. Visitors to regional learning centers will also be informed of the region’s maritime heritage and the role of the Sanctuary Program in protecting and managing these resources.

Contemporary Chumash Native American Culture

The Sanctuary has a history of working closely with the Chumash community in supporting their cultural revitalization as well as in teaching others about Chumash culture as it relates to the ocean and the Sanctuary. For example, the Sanctuary helped fund the construction of a *tomol* (a traditional Chumash plank canoe) in 1996 and, since 2001, has regularly provided support and assistance during historic *tomol* Channel crossings to the Channel Islands. In 2004 CINMS added a Chumash Community seat to the Sanctuary Advisory Council and has continued to help institute a related Chumash Community Working Group. In partnership with this important community, much remains to be done to bring a fuller understanding in the promotion of educating the public about the unique spiritual and cultural relationship of the Chumash to Sanctuary waters, from ancestral times to the present. In addition, such a partnership can assist Chumash people to make a complete reconnection with their maritime heritage, including involvement in Sanctuary management.

Addressing the Issues – Strategies For This Action Plan

With the development of underwater technologies bringing the public physically and virtually closer to the marine environment, there is increasing interest in the protection of MHRs. Management of these historically significant resources can provide the public with a variety of education, research, and recreation opportunities. The continuing discovery, exploration, documentation, and study of these resources provide a richer understanding of the region's maritime community, which is an important component of the larger ecosystem CINMS is protecting. MHRs provide an excellent historical record to past human behavior patterns and uses in the Sanctuary.

Submerged maritime heritage resources are subject to irreversible injury and can be severely compromised by human and environmental impacts. Although the Sanctuary allows certain compatible activities, it must assess multiple use against the over-riding responsibility for protecting both maritime heritage resources and natural resources for current and future generations.

With the Maritime Heritage Action Plan, CINMS will continue to inventory, monitor and protect these archaeological resources. The public will be engaged and informed through volunteer efforts, exhibits and access through Website technologies. Partnerships with Chumash tribal groups, organizations, and individual community members will be fostered to further goals of the program.

There are six strategies designated for this Maritime Heritage Action Plan:

- Strategy MH.1 – The Shipwreck Reconnaissance Program;
- Strategy MH.2 –MHR Volunteer Program;
- Strategy MH.3 – Partnering With the Santa Barbara Maritime Museum;
- Strategy MH.4 – Implementing a Coordinated MHR Protection Outreach Effort;
- Strategy MH.5 – Upgrading the Maritime Heritage Website; and
- Strategy MH.6 – Supporting Public Education of Chumash Native American Maritime Heritage

STRATEGY MH.1 – THE SHIPWRECK RECONNAISSANCE PROGRAM

- Objective: To contribute to scientific knowledge and enhancement of management practices related to underwater historical resources by encouraging research and monitoring efforts.
- Implementation: Maritime Heritage staff

Background

The NMSP adheres to the Federal Archaeology Program as established by the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f). Federal agencies with land management responsibilities for public lands must inventory their holdings (Sec. 110) and ensure mitigation of any federally funded activities threatening historical and cultural resources on those lands (Sec. 106). In 1971, Executive Order 11593 required all agencies create programs to facilitate the protection of cultural resources on protected lands. The Shipwreck Reconnaissance Program contributes to scientific knowledge and enhancement of management practices related to underwater archaeological resources by encouraging research and monitoring efforts.

Activities (3)

(1) Maintain the CINMS MHR Inventory. A comprehensive inventory of MHRs began at the time of CINMS' designation in 1980 and continues today. To date, 30 of the 140 known historic sites in the Sanctuary have been recorded. The inventory process includes: 1) literature searches of secondary and primary source documentation; 2) interviews with local sport and commercial diving/fishing communities and local residents; 3) field searches to locate probable submerged sites; 4) systematic recording of submerged sites establishing site maps, still photography and videography; 5) monitoring sites for new discoveries and evaluation of human disturbance; 6) identifying partners to perform research and field studies for publication; 7) presentation of findings to the public and scientific community; 8) conversion of site maps to GIS format; and 9) evaluation of sites for National Register of Historic Places (NRHP) designation.

Status: Implemented 1980; remains an ongoing project to be conducted annually

Partners: Channel Islands National Park and CMAR

(2) Continue Year-Round Monitoring of Known Sites. Utilizing federally certified scuba divers, the Shipwreck Reconnaissance Program provides year-round monitoring of submerged sites. Periodically emergent beach shipwrecks are viewed during routine SAMSAP flights. To date, major submerged archaeological sites have been recorded within recreational diving depths. Through a cooperative partnership, the program has qualified archaeologists to oversee field studies. Underwater artifacts are recorded and mapped providing archaeologists with an accurate reconstruction of sites. To augment field studies, archival research is conducted which broadens the historical context of each site. CINMS and CINP, working with Coastal Maritime Archaeology Resources (CMAR) personnel, are prepared to respond and investigate new discoveries on short notice. The response team mitigates possible injury to sites and can provide emergency documentation and recovery for artifacts at risk. To secure "at risk" artifacts, CINMS has established a system for conserving, cataloging, displaying and curating items through the Santa Barbara Maritime Museum and State of California. Over the next 5 years, the Sanctuary would like to employ deep-water technology, such as remotely operated vehicles (ROVs) or manned submersibles to investigate sites at greater depths.

Status: Implemented 1997; remains an ongoing project to be conducted annually

Partners: CINP; CMAR; SBMM; CSLC

(3) Produce Various MHR-Focused Outreach Materials. Such materials include underwater site maps of selected shipwreck sites, such as: 1) artifact identification for public use; 2) an updated and reprinted Shipwrecks of The Channel Islands brochure; 3) documentation on qualifying sites for nomination to the National Register of Historic Places; 4) CINMS Maritime Heritage Resources brochure; 5) an expanded CINMS maritime heritage website, including shipwreck database curriculum; and 6) a published assessment of the current status of CINMS MHRs.

Status: Ongoing function since designation; several upgraded products and web offerings since 2000; additional materials produced from years 2 through 5

Partners: Internal

STRATEGY MH.2 – MHR VOLUNTEER PROGRAM

- Objective: To provide an opportunity for individuals most interested in maritime heritage resource protection to become stewards and representatives of the CINMS.
- Implementation: Maritime Heritage staff

Background

CINMS looks to the community for providing additional expertise and assistance in recording and inventorying MHRs. The Maritime Heritage Resource Volunteer Program provides an opportunity for individuals most interested in maritime heritage resource protection to become stewards and representatives of the Sanctuary. This program engages the public in the management and protection of resources, allowing individuals to participate in research and interface with the public in presenting discoveries.

The Shipwreck Reconnaissance Program success is due in part to its partnership with Coastal Maritime Archaeology Resources (CMAR), an avocational archaeological organization. Through volunteer efforts, this team of qualified historians and avocational archaeologists has successfully recorded several submerged sites in the Sanctuary. Beyond archival research and recording of sites, CMAR volunteers will present their findings in both academic and professional settings as well as to the public.

Activities (3)

(1) Work With Volunteers in the Production of Waterproof Shipwreck Maps. CMAR members have years of experience in recording and developing underwater site maps. Upon completion of recording artifacts in the field, the information is transformed into Design CAD computer software for use in Arch View GIS applications and supports the production of waterproof slate imagery.

Status: Ongoing partnership; Implementation of first slates by year 3

Partners: CMAR; Santa Barbara Maritime Museum

(2) Support Volunteer Photo and Video Documentation of Sites. The annual recording and monitoring of underwater sites of historic significance is an important process in establishing a baseline of site conditions and documenting future changes brought on by environmental or human impact. CMAR members utilizing CINMS and CINP underwater video equipment help document established monitoring stations at designated sites.

Status: Ongoing activity to continue in years 1 through 5

Partners: CMAR; CINP; State of California

(3) Support Volunteers in the Production of Annual MHR Reconnaissance Reports. Upon completion of each Field Reconnaissance Expedition to record submerged resources in the Sanctuary, reports documenting site conditions require processing. CMAR provides invaluable site evaluation and documentation included in the production of the reports.

Status: Ongoing activity to continue in years 1 through 5

Partners: CMAR, CINP

STRATEGY MH.3 – PARTNERING WITH THE SANTA BARBARA MARITIME MUSEUM

- Objective: To promote the stewardship role of CINMS, Channel Islands National Park and the State of California in providing research, developing public awareness, overseeing visitor use and protecting MHRs.
- Implementation: Maritime Heritage staff

Background

The recently opened Santa Barbara Maritime Museum (SBMM) anticipates 100,000 local, national and international visitors each year. CINMS has accepted an opportunity to partner with the SBMM to create interactive exhibits providing museum visitors with a hands-on approach to learning about the Sanctuary's maritime heritage.

CINMS and SBMM are developing exhibits featuring shipwrecks of the Sanctuary and NOAA has agreed to provide Procurement, Acquisition, and Construction (PAC) funding for exhibit development. Exhibits will explain the stewardship role of CINMS, Channel Islands National Park and the State of California in providing research, developing public awareness, overseeing visitor use, and protecting MHRs. In addition to permanent shipwreck exhibits, Sanctuary staff will participate in an ongoing lecture series at the museum.

Activities (3)

(1) Maintain and Update the NOAA Exhibit. This exhibit provides information pertaining to the role and responsibility of the Sanctuary, the National Park and the State of California in protecting MHRs. The exhibit includes images of Native American Chumash watercraft, field research, historic research, and a video presentation on the Shipwreck Reconnaissance Program.

Status: Phase 1 installed in 2000, future maintenance and upgrades as necessary

Partners: Santa Barbara Maritime Museum; CMAR; CINP; Chumash Community Working Group and other Chumash groups as appropriate

(2) Maintain the Winfield Scott Exhibit. The *Winfield Scott* Shipwreck Exhibit tells the story of the California gold rush-era, side-wheel steamer *Winfield Scott*, which was stranded on Anacapa Island in 1853 with over 400 passengers onboard. The steamer's history and marooning is presented by survivors' first-person accounts.

Status: Install in December 2005, future maintenance and upgrades as necessary

Partners: SBMM; CMAR; CINP

(3) Maintain the Central California and Channel Islands Shipwrecks Exhibit. The Central Coast and Channel Islands Shipwrecks Exhibit will highlight individual shipwrecks and tell the story of how hundreds of shipwrecks have been lost in the region. The historic profiles of each shipwreck will include contemporary shipwreck images, modern underwater images and historic artifacts.

Status: Exhibit planned for 2007, future maintenance and upgrades as necessary

Partners: SBMM; CMAR; CINP

STRATEGY MH.4 – IMPLEMENTING A COORDINATED MHR PROTECTION OUTREACH EFFORT

- Objective: To enhance the quality of visitor use and avoid injury to archaeological resources.
- Implementation: Maritime Heritage, Resource Protection, and Education and Outreach staff

Background

This strategy seeks to enhance the quality of visitor usage and avoid injury to archaeological resources by consulting with representatives of the Chumash community about protection of Chumash artifacts, and providing divers with interpretive information on shipwrecks. In the event that Chumash artifacts are discovered within the Sanctuary, Sanctuary staff should determine the legal and best course of action for protection of such artifacts. This necessitates consulting and partnering with the appropriate entities, including Chumash representatives, the Channel Islands National Park, the California State Lands Commission and Office of Historic Preservation, and others. In order to avoid injury to other archaeological resources, namely shipwrecks, the Sanctuary is developing a coordinated outreach effort to make contact with the sport and commercial diving communities through printed materials, presentations, and diving aids. Important points of contact when reaching out to these diving communities include dive clubs, dive shops, and commercial dive boat operators.

Activities (3)

(1) Clarify and Enhance Practices Regarding Protection and Handling of Chumash Artifacts. The Sanctuary will consult with the Sanctuary Advisory Council and ask for the assistance of its Chumash Community Working Group in clarifying existing requirements and discussing best management practices regarding protection and handling of Chumash artifacts, including necessary and/or recommended Chumash monitoring or other involvement.

Status: Request working group assistance in year 1; implementation ongoing as needed thereafter

Partners: Sanctuary Advisory Council and Chumash Community Working Group; relevant state and federal agencies

(2) Create and Distribute Shipwreck Interpretive Underwater Slates. Slates will contain underwater maps, descriptions of significant artifacts, historical profiles of vessel history and loss, and information on location, depth, relevant regulations, and dive protocol.

Status: Slates produced and in use by year 3

Partners: Internal

(3) Create and Distribute Video of CINMS Shipwrecks. This interpretive video will feature *Shipwrecks of The Channel Islands* and will be distributed to local dive shops, dive clubs and commercial dive boat operators.

Status: Video produced and distributed by year 3

Partners: Internal

STRATEGY MH.5 – UPGRADING THE MARITIME HERITAGE WEBSITE

- Objective: To promote understanding of, appreciation for and involvement in the protection and stewardship of maritime heritage to a wide spectrum of the public
- Implementation: Maritime Heritage staff

Background

The current CINMS maritime heritage website hosts an overview of Chumash history and selected historic shipwrecks. Upgrading the website will promote public understanding of, appreciation for, and involvement in the protection and stewardship of MHRs targeting to students, educators, researchers and sport divers. This strategy calls for development of a dynamic website emphasizing recent discoveries and real-time uplinks to current events.

The website will include interactive features such as live underwater uplinks from field sites, living journals of students and researchers, and TV uplinks of maritime heritage lectures. Electronic versions of all maritime heritage resource printed materials, such as the *Shipwrecks of the Channel Islands* brochure and the *CINMS Maritime Heritage Resource Assessment* publication may be downloaded from the website. Shipwreck site information will be available including maps, vessel histories, artifact descriptions and historic images. SBMM shipwreck exhibit information will also be on the website.

Activities (3)

(1) Incorporate SBMM Exhibits Into the Website. Images of the shipwreck exhibits and the stories they tell can provide an interactive experience for visitors to the CINMS maritime heritage website. Several of the exhibits will include underwater video footage recorded at the shipwreck sites that can be incorporated onto the CINMS maritime heritage website.

Status: Significant website updates in 2003; more to follow across years 1-5

Partners: Internal

(2) Incorporate Shipwreck Profiles and Site Maps Into the Website. Providing lesson plans online allows students from several different schools across the nation to access the curriculum any time of day. A “West Coast Shipwreck Database” curriculum was established to raise public awareness about the importance and value of historic shipwrecks. This website will serve the diving community by providing underwater site maps, artifact descriptions, regulations, and diver protocol for visiting MHR sites.

Status: Significant website updates in 2003; more to follow across years 1-5

Partners: CMAR; CINP; State of California

(3) Incorporate “Living Journals” Into the Website. The CINMS maritime heritage website will feature visitors’ recollections after visiting the Sanctuary’s MHRs. The West Coast Shipwreck Database, in addition to providing an online curriculum, will assist families searching for information about shipwrecked vessels their relatives may once have served on. Family members are encouraged to share with the public their living journals associated with the shipwreck histories for dissemination on the maritime heritage website.

Status: Significant website updates in 2003; more to follow across years 1-5

Partners: Various authors

STRATEGY MH.6 – SUPPORTING PUBLIC EDUCATION OF CHUMASH NATIVE AMERICAN MARITIME HERITAGE

- **Objective:** To assist Chumash tribal groups, organizations and individual Chumash community members in cultural revitalization among regional Chumash communities as pertains to their traditional maritime heritage, while inspiring understanding of and sustainable relationships with the ecosystems of the Sanctuary.
- **Implementation:** Maritime Heritage, and Education and Outreach staff, along with Chumash groups and individuals, and the Chumash Community Working Group

Background

As the indigenous people of the Channel Islands and surrounding region, the Chumash people are working to revitalize and sustain their rich maritime culture. CINMS staff would like to support those efforts by collaborating with the Chumash community to provide education and outreach. CINMS first began its support of education about Chumash maritime heritage through a partnership with the Chumash Maritime Association (CMA), a non-profit organization dedicated to revitalizing Chumash maritime heritage principally through use of the Chumash *tomol*, a traditional plank canoe. This ongoing partnership has expanded into a unique opportunity to assist not only CMA, but also other Chumash groups, such as the Barbareño Chumash Council (BCC), in cultural revitalization activities tied to sustainable relationships with the ecosystems of the Santa Barbara Channel.

Through support of CMA and BCC activities, as well as using other Chumash education and outreach opportunities, CINMS will help accomplish this goal. The first activity described below is one example of how the Sanctuary can help and has been helping to support activities that foster public education about Chumash maritime heritage. In 2004, the Sanctuary Advisory Council to CINMS was expanded to include a Chumash Community seat. With Sanctuary staff assistance, representatives to that seat have been promoting awareness of and interest in CINMS among Chumash community members. With continued Sanctuary support, they have convened a Working Group that promises to take an active part in advising Advisory Council Chumash Community seat representatives. Through these Advisory Council efforts, CINMS is supporting cultural revitalization of Chumash communities linked to the Channel Islands and surrounding Sanctuary waters.

The second activity described below will foster collaboration between the Sanctuary and Chumash partners to determine other ways the Sanctuary can help support public education about Chumash maritime heritage. Ways in which the Sanctuary and Chumash community have collaborated on education and outreach include development of educational posters, Chumash community field trips to the Sanctuary and Park, development of Chumash content within a Sanctuary documentary film (developed in 2007-2008), and development of a Chumash internship. These ideas may help serve as inspiration for potential future collaborative education projects with the Chumash community.

Activities (2)

(1) Support Various Watercraft-Paddling Journeys and Activities. CINMS will continue to assist CMA, BCC, and other Chumash groups in providing various paddling journeys for educational and resource awareness purposes. These journeys will include Channel crossings to the islands on a regular basis, long paddling events up and down the coast, and may also include one and two-person kayaking activities. CINMS provided funding for the 1996-97 construction of the contemporary *tomol* ('Elye'wun), and provided support for the first contemporary *tomol* Channel crossing excursion in 2001. CINMS has continued support for four subsequent Channel crossings and a few coastal journeys. The indigenous

maritime peoples living in the Pacific West Coast national marine sanctuaries share in common the revitalization of their traditional canoes. One proposed paddling journey is to join the Chumash with the Makah of the Olympic Coast National Marine Sanctuary (OCNMS) in a canoe gathering. The Chumash would initiate this along with other tribes involved according to tribal protocols.

Status: Initiated in 2001, repeated in 2004, 2005, 2006 and 2007; CINMS support for additional paddle excursions across years 1-5 will be based on Chumash groups' plans

Partners: Chumash Community Working Group; CMA; BCC; SBMM; CINP; and OCNMS

(2) Work with Representatives of the Chumash Community to Identify Mutual Objectives and Activities for Supporting Public Education about Chumash Maritime Heritage. In addition to supporting paddling journeys and activities, Sanctuary staff hope to collaborate with the Chumash community to identify other ways in which the Sanctuary can support public education about Chumash maritime heritage. The Sanctuary works with the Chumash community primarily through engaging the Sanctuary Advisory Council Chumash Community Working Group, which is open to membership from all branches of the Chumash community. After agreeing upon mutual objectives for Sanctuary support of public education about Chumash maritime heritage, the Sanctuary and Chumash community can collaborate to outline and prioritize specific activities that the Sanctuary can implement to meet those objectives.

Status: Initiated in year 1, ongoing thereafter

Partners: Chumash Community Working Group, other interested Chumash organizations, education and maritime heritage partners

Table 11. Estimated Costs for the Maritime Heritage Action Plan

Strategy	Estimated Annual Cost (in thousands)*					Total Estimated 5 Year Cost
	YR 1	YR 2	YR 3	YR 4	YR 5	
MH.1: Shipwreck Reconnaissance Program	\$20**	\$71.5 **	\$51.5 **	\$51.5 **	\$61.5 **	\$256 **
MH.2: MHR Volunteer Program	\$3.5	\$3.5	\$3.5	\$3.5	\$3.5	\$17.5
MH.3: Partnering With the Santa Barbara Maritime Museum	\$90 ^	\$118 ^	\$16 ^	-	-	\$224
MH.4: Implementing a Coordinated MHR Protection Outreach Effort	\$6	\$36	\$17.5	\$7.5	\$3	\$70
MH.5: Upgrading the Maritime Heritage Website	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$7.5
MH.6: Supporting Public Education of Chumash Native American Heritage	\$12.5	\$12.5	\$12.5	\$12.5	\$12.5	\$62.5
Estimated Total Annual Cost	\$133.5	\$243	\$102.5	\$76.5	\$82	\$637.5

* Cost estimates exclude base budget funding requirements (salaries, overhead, etc.).

** Contributions from outside funding sources also anticipated.

^ Includes funding from NMSP Capital Facilities allocations.

Addressing the Issues – Strategies From Other Action Plans

In addition to the strategies identified in this Maritime Heritage Action Plan, there are strategies from other action plans either directly or indirectly addressing maritime heritage issues, such as:

- Strategy BE.1 – Final Determination on Boundary Issue;
- Strategy AU.6 – Developing Education & Outreach Tools & Products;
- Strategy AU.7 – Visitor Center Support & Development; and
- Strategy EE.1 – Emergency Response Planning & Implementation

Addressing the Issues – Regulations

There is one Sanctuary regulation directly associated with CINMS maritime heritage resources. In summary, this regulation prohibits:

- Removing, damaging, etc. historical resources.

Sanctuary regulations are available at 15 CFR 922.70-922.74.